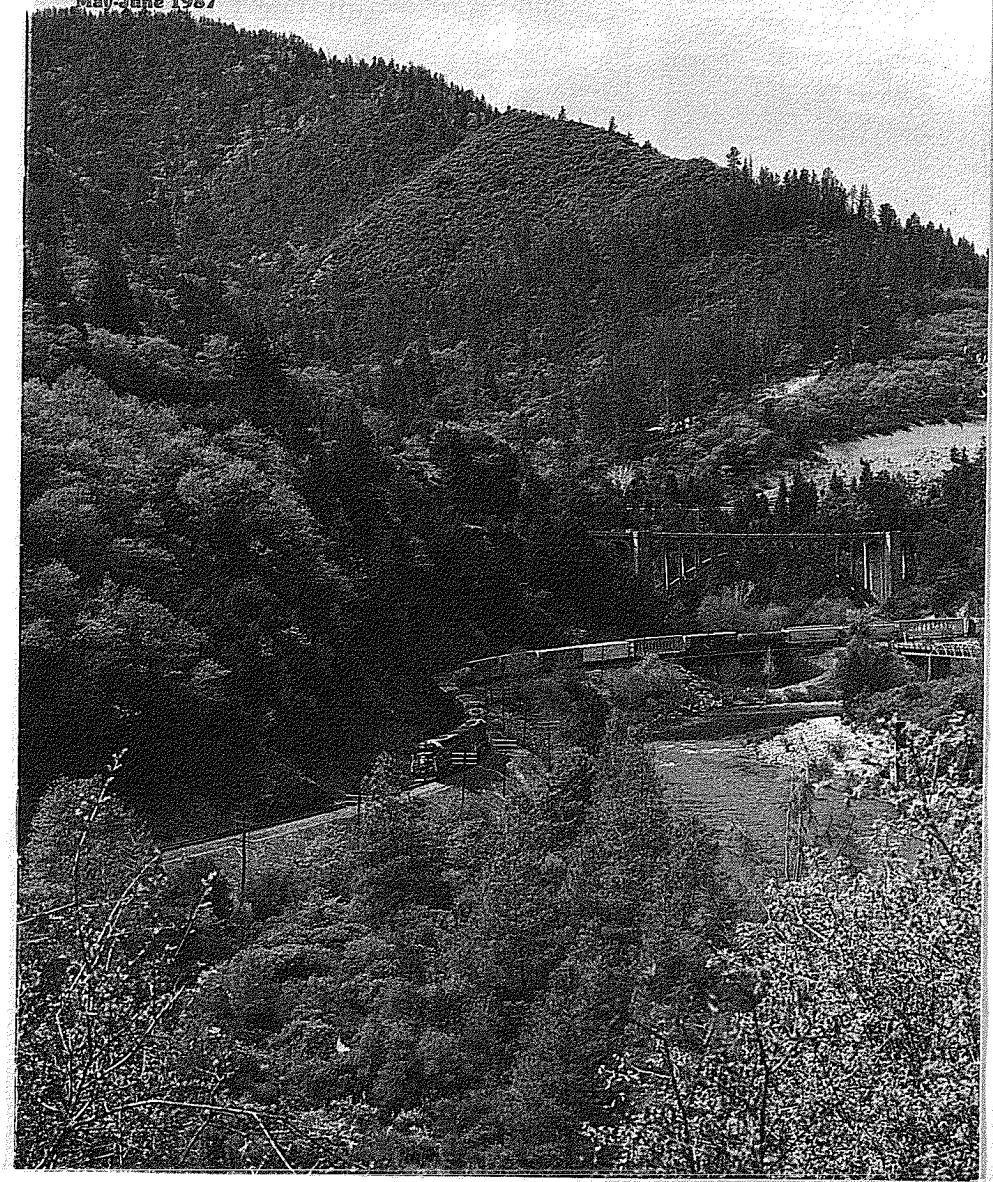
Southern Pacific Bulletin

May-June 1987



SOUTHERN PACIFIC BULLETIN
Volume 71, Number 3
May-June 1987

COVER

Near Dunsmuir, Calif., a special train makes its move for camera crews filming a television commercial for IBM. SP is featured as one IBM's "business partners"—the theme of the computer manufacturer's new series of commercials. Photograph: Ray Tyler.

ROBERT B. HOPPE
Editor

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A Message From The Chairman

1987 is shaping up as a positive year for Southern Pacific with many significant accomplishments this Spring.

SP posted a $6 million profit in the first quarter. This reflects the improved financial position the company has achieved despite the enormous challenges of the past few years.

Our railroad won the industry's most coveted safety award—the Harriman Award. It is an outstanding achievement and an example of the dedication of SP people throughout the system.

For the second year in a row, SP captured the Golden Freight Car Award. This marketing award was won by our Adopt-A-Branch customer contact program—another fine example of the valuable resources our employees represent.

A new board of directors—including nine distinguished businessmen from outside the company—was elected. It was concluded that the company would benefit from outside directors as members of the board, particularly in recognition of the Interstate Commerce Commission's concern for the preservation of the company's independence under the voting trust. The business acumen and considerable experience of these new directors results in a strengthened board better able to help complete the proposed merger with the Santa Fe or to take such steps as the future dictates. It will be increasingly important, if we continue to stand alone, for the company to have a higher national profile. This can be accomplished with an outside board of directors drawn from various regions of the country and representing a wide range of business interests.

Full recognition must be given to the previous inside board members and the supporting management team for their outstanding performance during more than three years of a difficult transition period. The former inside directors join me on a newly constituted Management Policy Committee in order to maintain our effective team effort.

We placed an order for 60 new locomotives with an option to buy an additional 20 more. This expenditure of more than $60 million is an important continuing commitment to serve our customers with reliable service.

I hope you feel as proud as I do about these accomplishments.

To bring you up-to-date on the merger, oral arguments were presented to the ICC on May 14 concerning our petition to reopen the SP-Santa Fe merger case. At the conclusion of the oral arguments, ICC Chairman Heather Gradison advised the audience that the Commission has a number of important matters on its agenda, but that they are mindful of the hardship and uncertainty that prolonging the final decision could have on employees of the applicants. Therefore, she said, the Commission would decide whether or not to reopen "as soon as possible."

Although Ms. Gradison and other Commissioners expressed concern about the effect of prolonged additional hearings on the applicants, they stated that the proposed merger has national importance, and potentially significant ramifications. Therefore, they commented, if the Commission reopens the proceeding, applicants can expect that the merger and conditions granted other railroads will necessarily undergo strict scrutiny. That, of course, will take time. How much time, no one can predict at this stage.

Over the last three years, we have been working hard to trim costs and improve efficiencies during a period of shrinking business and in the midst of greater competition. It has been—and continues to be—a constant battle. Your individual and collective support is greatly appreciated. We must work together to keep the momentum going during this last period of indecision.

D K McNear

Denman K. McNear
Chairman, President & Chief Executive Officer

SP's New Board Of Directors

Nine outside members elected; Management Policy Committee formed.

Southern Pacific Transportation Company elected a new board of directors at its annual meeting on April 28 in San Francisco.

Elected for the ensuing year were:

Paul L. Davies, Jr., a partner in the law firm of Pillsbury, Madison & Sutro in San Francisco, and general counsel of Chevron Corporation. He was formerly a director of Southern Pacific Company (1983) and of Santa Fe Southern Pacific (1983-84). His father, Paul Davies, Sr., was a Southern Pacific Director from 1957 to 1972.

Robert A. Helman, a partner in the law firm of Mayer, Brown & Platt in Chicago.

Homer J. Livingston, Jr., president and chief executive officer of Chicago's LaSalle National Bank, trustee of Southern Pacific Transportation Company.

Charles A. Lynch, chairman and chief executive officer of DHL Airways, Inc. in Redwood City, Calif. Before joining DHL in 1986, he was chairman of the board and chief executive officer of Saga Corporation.

Louis W. Menk, retired chairman and chief executive officer of Burlington Northern, Inc.

Richard B. Ogilvie, a partner in the law firm of Isham, Lincoln & Beale in Chicago. He is a former governor of Illinois and former trustee of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company.

Eldon Rudd, a partner in the law firm of Shimmel, Hill, Bishop and Gruender in Phoenix. He was congressman from 1976 to 1986 from Arizona's Fourth District.

William Swindells, Jr., chairman, president and chief executive officer of Willamette Industries, Inc. in Portland, Oregon. His father, William Swindells, Sr., was a director of SP from 1957 to 1977.

Robert K. Wilmouth, president and chief executive officer of National Futures Association in Chicago. NFA is the industry-wide, self-regulatory organization of the futures industry.

Re-elected to the board were SP Chairman Denman McNear and Mike Mohan, SP executive vice president. At an organizational meeting of the board, McNear was elected chairman and will serve concurrently as president and chief executive officer.


Davies


Helman


Livingston


Lynch


Menk


Ogilvie


Rudd


Swindells


Wilmouth


McNear


Mohan

SP Transportation Company (SPTCo) was formed in 1969 as wholly-owned subsidiary of Southern Pacific Company. SPTCo has had a board composed of company officers since May 1981. On December 23, 1983, its parent company merged with Santa Fe Industries to form Santa Fe Southern Pacific Corp. which continues to own all SPTCo stock. The Interstate Commerce Commission approved the operation of SPTCo under a voting trust while the commission considered the proposed merger.

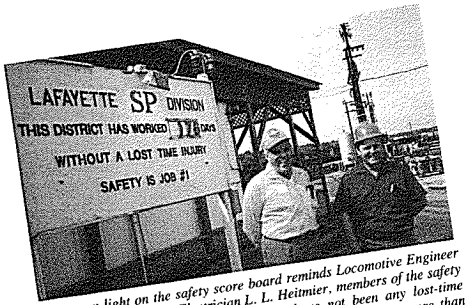
The LaSalle National Bank of Chicago has been the trustee for SPTCo since last October 1, and as a representative of the stockholders, holds and votes all SPTCo stock.

The management of the company will continue under the officers who have guided it in the past 40 months, but in the form of a Management Policy Committee rather than as an outside board of directors.

The newly formed Management Policy Committee includes McNear, Mohan, Vice President Ed Ahern, Vice President Finance Eric Johnson, Vice President Operations Bill Lacy and Vice President and General Counsel Thor Miller. □

SAFETY CHAMPS

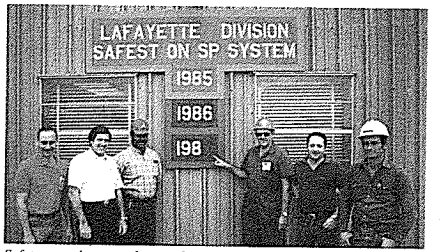
Lafayette Division captures the Operating Department's divisional safety award for the second year in a row.



The green light on the safety score board reminds Locomotive Engineer W. J. Adams (left) and Electrician L. L. Heitmier, members of the safety committee at Avondale, La., that there have not been any lost-time injuries in the last 24 hours. The light has been green for more than 100 days.



Diesel Shop Foreman Kenny Angelle (foreground) and the people at Lake Charles, La., busiest terminal on the Lafayette Division, have not had a lost-time injury since August 11, 1984.



Safety committee members and supervisors throughout the Lafayette Division contributed to the outstanding safety record. Car Foreman H. R. Richard, Locomotive Engineer Larry Benoit, Switchman Harrison Arceneaux, Carman Herbert Brodhead, General Yardmaster J. W. Arceneaux and Rip Track Foreman D. J. Lajaunie contributed to the success at Lafayette.



Vice President Operations Bill Lacy presents Lafayette Division Superintendent Jack Jenkins with the top operating safety award.

Photography: Jim Johnson

A camel is a horse designed by a committee. It's an old joke, but one that all-too-often applies to the work produced by committees.

While some committees lose sight of their goals, the members of the safety committees on the Lafayette Division knew exactly what they wanted to achieve: the best safety record among all the divisions at SP.

Careful Cajun railroaders, who constitute a majority of the Lafayette Division's workforce along the 350 miles of mainline stretching from Avondale, Lafayette, Lake Charles, Beaumont to Dayton, Texas, recently captured the Vice President of Operation's divisional safety championship for the second year in a row. It's an unprecedented accomplishment—the first since the interdivisional competition began.

In the past, one year's champ invariably became the next year's runnerup. But Lafayette's twin win has become a catalyst for confidence that even includes a challenge to other SP divisions to match the accomplishment of the delta division.

According to Lafayette Division Superintendent Jack Jenkins, "Our employees are the best of the best. Their continued awareness and dedication toward safety will keep us in first place."

Safety committees evolved from a local effort at the Lafayette terminal by Trainmaster Ray Duplechain.

"It started in mid-1984," recalls Locomotive Engineer Larry Benoit, a safety committee chairman. "He (Duplechain) hand-picked employees from each of the crafts. He wanted to get everyone involved."

"I got the people who work everyday in the situations we want to improve or correct," says Duplechain, now trainmaster at Avondale. "They know what's happening and can relate to the conditions. And they know how to develop functional solutions."

Probably the most visible program has been "clean up days" at each major terminal. Members of the respective safety committees plan the massive volunteer efforts to remove every bit of trash, unused material and structures no longer needed. The results have also been a boost to employee morale.

"It helps a person's attitude when working conditions are improved," says Locomotive Engineer J. J. Adams, a member of the Avondale Safety Committee.

Herbert Brodhead, a carman and safety committee member at Lafayette agrees. "The clean-up day really opened everyone's eyes. It's made our people much more safety conscious."

"If you're working in a clear area, it's safer," advises Switchman Harrison Arceneaux, a safety commiteeman at Lafayette. "When the workplace looks better, you feel better—more positive. And the attitude toward keeping things that way is contagious."

How a person's attitude affects safety on the job is the subject of a videotape that Larry Benoit is producing and directing for the Lafayette Division. Division employees will star in the short program. Benoit expects the video to be very effective. "People tend to pay more attention to things they can immediately relate to—such as local people and scenery."

Like the old chicken-egg question, it's hard to tell whether a good safety record improves employee attitudes or vice versa. Superintendent Jenkins attributes both to extensive personal contact with employees at all levels.

"My staff and I spend a considerable amount of time in the field, on trains and riding switch engines. We communicate. I feel we have the best group of people on the railroad," says Jenkins.

"It is imperative that we operate a safe and reliable railroad," says J. D. Tiley, local chairman of the Brotherhood of Locomotive Engineers at Beaumont. "In the past two years, the standard of safety practices has shown great improvement. It's been possible with management's cooperation."

"The company has an obligation to the public to operate a safe railroad. It has an obligation to employees to see that they know and practice the rules," says Jenkins, himself once a local chairman for the United Transportation Union (Trainmen). "I feel our education and testing programs are accomplishing those objectives and our safety record is the end result."

—Jim Johnson

The Harriman Award

SP wins railroad industry's most coveted safety award

Southern Pacific has been awarded the Edward H. Harriman Memorial Award for its 1986 safety record, the best among the nation's largest railroads.

In competition with the nation's biggest railroads, Southern Pacific posted a record of only 3.84 casualties for every 200,000 employee hours worked. Norfolk & Western finished in second place with a score of 4.84.

The rankings are based on lowest casualty rates per 200,000 employee hours worked—a formula which takes into account the volume of work performed and the number of deaths, occupational illnesses and injuries reported to the Federal Railroad Administration.

SP, which had finished in 10th place in 1984 and 4th place in 1985, held the first-place position among the 12 Group A railroads throughout 1986. Group A includes railroads whose employees worked a minimum of 15 million employee hours.

The Harriman Award was presented to Bill Lacy, vice president of Operations, by Secretary of Transportation Elizabeth Dole on May 12 in Washington, D.C.

"All of SP—labor and management—contributed to this award," Lacy said. "This safety achievement represents the desire, dedication and good safety programs of SP people throughout our system. I am intensely proud."

The Harriman Award was established in 1913 and named after Edward H. Harriman, a pioneer in American railroading who was president of the Southern Pacific between 1901 and 1909.

Southern Pacific previously won the award in 1914 and 1971.

Cotton Belt won the gold medal among Group B railroads (4 to 15 million employee-hours) for five years running, from 1970 through 1974. In this year's competition, Cotton Belt results were included in the Southern Pacific totals.

#2 and Trying Harder

Lest Lafayette personnel be lulled into the loneliness that accompanies those at the top, the Pine Bluff Division is ready to move into first place and relieve them of their misery.

Shortly after the Lafayette Division achieved the top award for the second year in a row, Pine Bluff Division Superintendent Bob McClanahan accepted Lafayette Division Superintendent Jack Jenkins' challenge for the 1987 competition. *(Continued on page 6)*



Look out #1, the Pine Bluff Division is trying harder. Safety Officer Joe Armstrong (left), Asst. Superintendent Carl Bradley, Superintendent Bob McClanahan and Division Mechanical Officer Dick Podawiltz stand beside a sign of their intentions.



The winners of the 1986 Vice President of Operation's safety awards were honored at Lafayette, La. in April. Left to right: Art Lane of the Houston Track Reclamation Facility; Fred Lange of the Houston System Maintenance of Way Shop; Jack Blasingame of Lafayette Maintenance of Way; Jack Jenkins of the Lafayette Division; Eddie Bacca of the Houston Signal Shop; Rick Havranek of the Pine Bluff Locomotive Plant; and Ed Thomasson of the Pine Bluff Heavy Car Plant.



A Standing Ovation for Safety

Johnny Long, head clerk in the Accounting Department at Tyler, Texas, received a standing ovation at the Texas Safety Association's annual conference. Long was honored for his outstanding safety record—72 years without a reportable accident. George Gustafson, general manager of the association, presented Long with the plaque. Long joined the Cotton Belt in 1914 and, except for a tour of duty in World War I, has been safe at his desk since then.

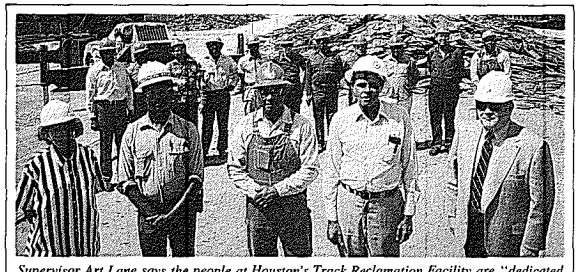
#2 and Trying Harder

(Continued from page 5)

"Lafayette folks are to be commended for winning first place two years in a row," lauds McClanahan, "but the Pine Bluff Division intends to interrupt their string of wins. We intend to be in first place in 1987."

Employees on the Pine Bluff Division have launched a 1987 safety program to capture the top spot. It includes regular safety inspections by supervisors, check lists to eliminate hazards, safety education saturation meetings directed at specific problem areas, daily safety meetings, monthly general safety discussions, a stringent housekeeping plan and an intense rules knowledge and compliance program for all employees.

"To win three years in a row is going to be a little tougher because the standards have been tightened and we have some serious competition from our Cotton Belt Brothers on the Pine Bluff Division," admits Lafayette Division Superintendent Jack Jenkins. "I look forward to winning the first place award again in 1987 regardless what our brothers to the north say." □



Supervisor Art Lane says the people at Houston's Track Reclamation Facility are "dedicated to their job and individually very safety conscious." Their efforts helped achieve five years without a lost-time injury. Front row, left to right: Margaret Cole, Oliver Galloway, Clifton Guillory, Herman Jackson and Art Lane. Back row: W. L. Mathis, C. Zenon, Jr., W. W. Reneau, J. A. Landry, J. B. Blanton, R. S. Saldivar, W. Johnson, E. T. Moreno, J. D. Zamorra, J. W. Pippin and W. Jones, Not pictured: S. L. Lewis and J. C. Robertson.

Photography by Jim Johnson

Safety in Numbers

Here are the winners of the Vice President of Operation's 1986 safety awards. They have every right to be proud of their first-place finish.

Lafayette Division finished in first place for the second year in a row. Total incidents were down 54 percent and reportable accidents dropped 66 percent.

Lafayette Maintenance of Way went from 8th place in 1985 to 1st place in 1986 by reducing total incidents by 68 percent and reportables by 82 percent.

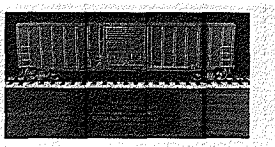
Pine Bluff Heavy Car Plant, second-place finishers for 1985, moved into the top spot in 1986 by reducing total incidents by 20 percent and reportables by 50 percent.

Pine Buff Locomotive Plant jumped from 4th to 1st place. Total incidents dropped by 9 percent; reportables by 50%.

Houston System Signal Shop had no incidents—a record that earned them 1st place honors, up from 3rd in 1985.

Houston System Maintenance of Way Shop improved from 4th place in 1985 to 1st place in 1986. They had no reportables in 1986 and reduced incidents in half.

Houston Track Reclamation Facility celebrated its 5th year without a lost-time injury in 1986. It was also the second year in a row without a reportable accident.



Going for the Gold

Adopt-A-Branch program wins top marketing award.

For the second consecutive year, Southern Pacific has won the Golden Freight Car Award—the rail industry's most prestigious marketing award.

SP's Adopt-A-Branch program captured the 1987 award in competition with railroads with more than $50 million in annual revenues. It also took the top award in the "Asset Utilization" category. Last year, SP's Track Stars took the top prize in the competition sponsored by *Modern Railroads Magazine*.

Adopt-A-Branch is an employee-customer program that started up in the Los Angeles area in 1985. Once a month, conductors call on customers and businesses located along the lines where they switch and spot cars. The program, which supports the efforts of the Marketing and Sales Department, utilizes the talents of SP employees and recognizes them as an untapped resource that can be used as a powerful tool to market and service customers.

The Adopt-A-Branch program has proven to be an effective way to help solve customer complaints, improve service and increase business. It is credited with helping generate $18 million in additional revenues during its first 18 months.

Adopt-A-Branch committees have been formed in southern California, Oakland, Portland and San Antonio. □

Locomotives Ordered

SP is purchasing 60 new state-of-the-art diesel locomotives at a cost of more than $60 million.

The new units will supplement the railroad's power needs and initiate a program for SP to phase out older, less efficient equipment and reduce the average age of its required fleet.

Delivery of 40 General Electric B39-8 units (each with 3,900 horsepower and four axles) is expected in the third quarter, in time for this year's peak transportation needs.

The first 20 of the new freight production model GP60s manufactured by the Electro Motive Division of General Motors will come off its assembly line and be delivered to SP in the first quarter of 1988. Currently, SP is testing three GP60 prototypes (3,800 horsepower and four axles). In addition to these first 20, SP has an option to purchase an additional 20 GP60s for delivery later in 1988.

The 60 units represent the latest in microprocessor controlled locomotives. Each is at least 7 percent more fuel efficient than any engine in the SP's fleet of about 2,000. □

Commercial Report

SP's total carloadings for March were 123,626—up 3.1 percent from the same month in 1986.

Four of the five major commodity groups showed gains during March.

Intermodal carloadings were up 15 percent as a result of new doublestack and TOFC business.

Chemical and Petroleum Products posted a 7.6 percent gain, due in large part to a 21 percent increase in carloading of plastic materials.

Agricultural and Food Products rose by 5 percent. Grain shipments through Gulf of Mexico ports and new contracts with northern California poultry producers and southern California dairy farms contributed to the improved carloadings figures.

System Indicators	March	Change '86
Net Ton Miles (millions)	6,983	+5.4%
Carloads	123,626	+3.1%
• Transp. Equipment	7,292	+0.2%
• Intermodal	28,002	+15.0%
• Chemicals, Petroleum	23,971	+7.6%
• Forest Products	22,334	0.0%
• Agricultural, Food Products	11,182	+5.0%

Bridging the gaps in the SP's transportation network

Getting from Here . . . . . to There

Big, tall, long, small. Bridges comes in all sizes. Some "swing," others "lift," most just sit. A few are landmarks, but the vast majority are simple, utilitarian structures that fill in for Mother Nature—bridging the dips, valleys, canyons, rivers and streams of an irregular geography.

There are more than 12,000 bridges throughout the SP system. And each is unique.

"Many may look alike—especially with today's standardized pre-stressed concrete spans," says Al Wood, the man in charge of SP's bridges. "But it's the substructure—the part that keeps the span up in the air—that's unique. It's been customed designed and engineered to fit the environment."

Constructed of wood, steel, concrete—SP's bridges reflect the technology and the economy of the times.

Timber was used in SP's first bridges and was still being used even as late as the early 1960s.

The introduction of steel in the late 1880s enabled bridge engineers to design sturdier, longer bridges that could accommodate heavier equipment and carloads.

Although steel is still used in some cases, pre-stressed concrete is the first choice for bridge work today. It's strong, economical and allows for quick installation—always a critical factor on the railroad.

"The challenge is to keep the railroad running while doing bridge repair or construction," says Wood.

It's no easy feat, especially with a single mainline, but SP's bridge builders have figured out ways to do it. New bridges are built around, over—even under—the existing structure. Swing spans have been taken out and replaced by harnessing the power of the tides. Old truss spans are "rolled out"—an SP-developed technique that uses rail trucks and a preconstructed frame to raise up the old span and roll it out of the way.

Ingenuity, careful planning and hard work are the bridge builder's three essential ingredients.

"Each project—whether you are building, repairing or replacing a bridge—must be designed and engineered so that it works for that particular location," says Wood. "And most of the time, it means figuring out the fastest, most efficient way of getting the job done."

Once all the necessary materials are gathered at the work site, it takes good supervision and dedicated workers to complete the project with a minimum amount of interruption to the railroad.

For example, when a steel span bridge on the busy Sunset Route east of Luling, Texas had to be replaced, bridge workers took out the old structure and installed a 125-foot pre-stressed concrete span in just eight hours.

Bridge builders also must act quickly in emergency situations. When a 28-car derailment demolished the truss bridge over the Medina River, 10 miles west of San Antonio in 1985, SP's bridge builders installed a 330-foot concrete bridge in only four days.

A bridge should last anywhere from 50 to 70 years, according to Wood. Many last longer.

"We have some bridges dating back to the 1890s. Just how long a bridge might last depends upon factors such as weather conditions and type of materials used in construction."

Concrete and steel hold up better than wood. Desert climates are less harsh than areas like the mountains which not only have extremes in temperature, but also lots of moisture.

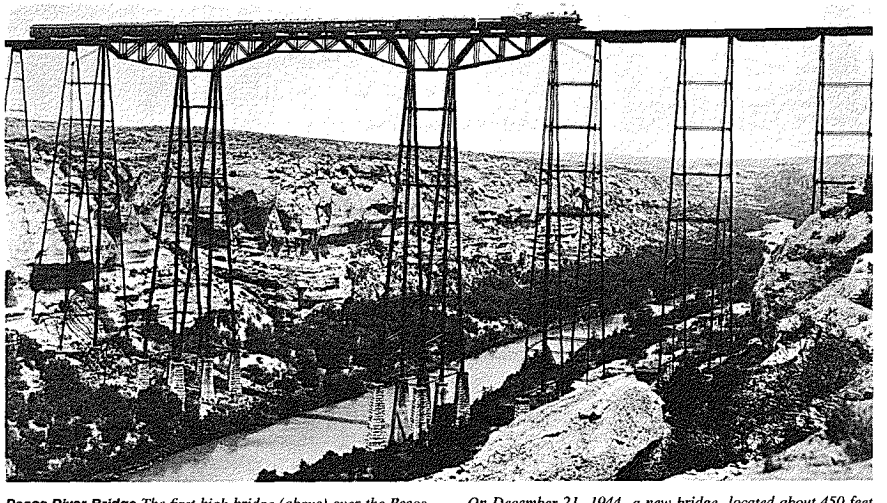
Good maintenance also extends the life of a bridge.

Every bridge on the SP systems gets inspected twice a year—more frequently if storms, earthquakes, derailments or any unusual situation occurs.

Routine bridge maintenance includes timber repair or replacement, tie replacement, and steel and masonry repairs. In addition, the bridge department also looks after more than 33,000 culverts.

Since bridges are built to last, many are modified during their lifetime to keep

(Continued on page 10)

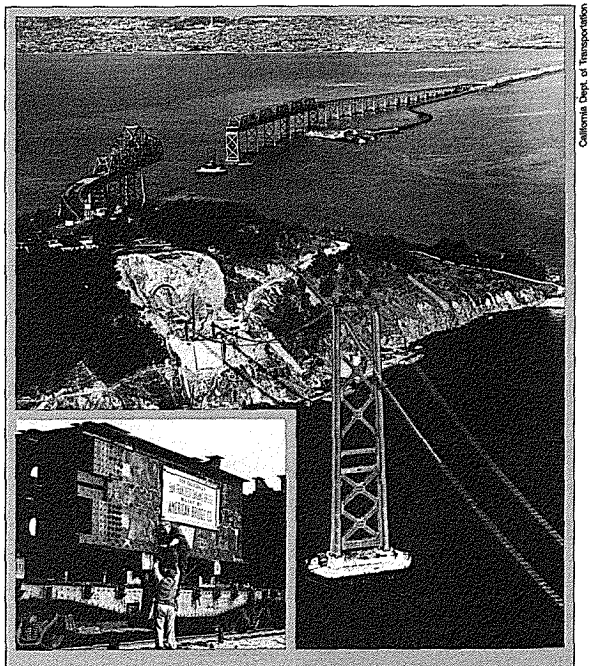


Pecos River Bridge *The first high bridge (above) over the Pecos River in southwestern Texas on the Sunset Route opened to traffic in 1892. It was 322 feet high and 1,515 feet long. Built in 103 days, it was the third highest bridge in the world at the time.*

The bridge attracted more than trains. Miss Patty Moorhead is said to have ridden her horse across it in the 1890s. Jimmy Doolittle, who worked for the border patrol, amazed onlookers in 1921 when he flew his open cockpit plane under the bridge.

On December 21, 1944, a new bridge, located about 450 feet south of the former high bridge, was opened to traffic. The symmetrical cantilever structure with suspended span and approach girders is 1,297 feet long and 322 feet above the water. During World War II, military personnel were stationed at the bridge to protect this important route used to move troops and supplies.

Today, the Pecos River Bridges ranks as the second highest bridge on the SP system. The Pit River Bridge in northern California is the highest at 435 feet.



California Dept. of Transportation

SP and the San Francisco Bay Bridge

Carloads of materials used in the construction of the bridge moved by rail.

The first noteworthy proposal to bridge the San Francisco Bay came from Leland Stanford in 1868 when, as president of the Central Pacific, he suggested the possibility of building a bridge to bring trains of the first transcontinental railroad directly into San Francisco. It never got beyond the proposal stage. A ferry system was developed to handle the daily commuting. Ironically, the first bridge to span San Francisco Bay lead to the demise of the ferryboats operated by the railroad.

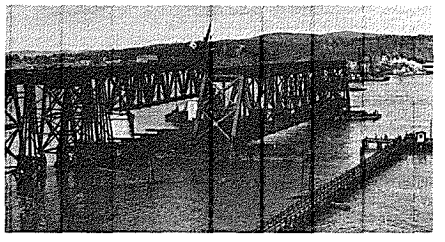
The Bay Bridge opened on November 12, 1936. The event was made possible, in part, through rail transportation provided by SP.

SP moved 22,607 carloads of freight—fabricated steel, lumber aggregate and construction equipment—used in the bridge's construction. This included all of the steel in the four towers of the suspension span and the cantilever section. The largest piece of steel handled by the railroad weighed 78 tons. The longest was 91 feet; widest was 10.5 feet.

Steel was moved from a storage area on the Oakland pier by loading it onto rail cars, then switching the cars onto the railroad's barge. The barge was towed to the pier sites where the contractor's cranes lifted them directly into position on the bridge. As many as 13 cars of steel were handled on the barge at one time.

After half a century the Bay Bridge is still the longest high-level bridge in the world, measuring 27,000 feet between its San Francisco and Oakland approaches.





Martinez-Benicia Bridge *It was the longest and heaviest two-track railroad bridge west of the Mississippi when it opened to train service on October 15, 1930.*

The 5,603-foot-long bridge across Suisun Bay, on SP's main line between Oakland and Roseville, consists of seven truss spans, two deck spans and one vertical lift span. The earthquake resistant bridge took 18 months to construct and featured several engineering accomplishments:

- *Because of the water's depth, the bridge's concrete piers were constructed on artificial islands of sands, then sunk to bedrock. Deep water divers were used to inspect pier foundations—a first in bridge construction.*
- *To construct the superstructure, a falsework span was built, placed on barges, then positioned between the piers to allow construction of each truss span.*

Bridge Statistics

There are more than 12,000 bridges throughout the SP system. Altogether they support about 219 miles of track.

A bridge, according to a simple definition provided by SP's experts, is any structure 10 feet or longer. If it's less than 10 feet, it falls into the category of a culvert. SP has more than 33,000 culverts that the bridge department looks after.

Here's a breakdown by division of the number of bridges, and how many miles of track are involved.

Division	Number of Bridges	Miles
Tucson	1,912	21.38
San Antonio	3,810	30.92
Oregon	1,524	33.20
Los Angeles	1,340	20.84
Sacramento	1,209	19.52
Pine Bluff	1,053	27.59
Houston	854	19.66
Western	847	19.49
Lafayette	753	12.05
Kansas City	330	6.29

up with the railroad's changing technology. In recent years SP has altered overhead portal braces on many enclosed bridges to handle the growing double-stack business.

SP also has a long-term goal to eliminate the older steel thru-bridges which can restrict the size of loads that move over them.

Among the major bridge projects this year are:

- Replacing a 130-foot steel swing-span and 700 feet of pre-stressed concrete approaches at Mud Slough, near Warm Springs in northern California. This $2.4 million project will be completed in July.
- Replacing the 315-foot-long double-track mainline trestle at Eureka Junction over Buffalo Bayou in Houston. This $975,000 project, started in 1986, will be completed in May.
- Replacing 33 timber bents with steel pilings and concrete caps on four long trestles along the Yolo Basin, a flood plain for the Sacramento River between Davis and Sacramento, California. This on-going project, begun in 1979, involves one of the longest—8,600 feet—series of trestles in the system. Work in the Yolo Basin is restricted to the summer months when the flood plain is dry. Final replacement of the superstructure will be staged over five to 10 years.

"About 219 miles of SP's 13,500 miles of track is built on bridges," notes Wood. "They are pretty much spread out over the entire system and are critical links in our route structure. It's a tall order to keep them maintained, repaired and in top operating order, but SP's bridge workers can take pride in the excellent job they've done in helping to keep our transportation network open and running." □



Al Wood (right) recently retired as engineer of bridges. Ken Wammel takes over his responsibilities for the construction, maintenance and repair of the more than 12,000 bridges on SP's lines.

Don't Touch That Dial

Channel changers might give this IBM commercial a minute

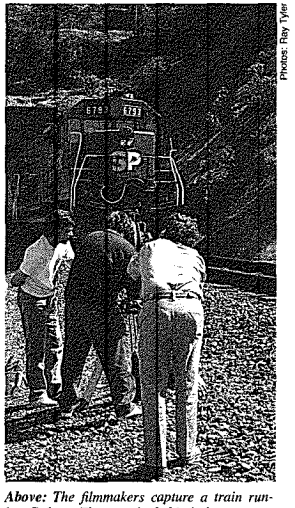
Southern Pacific is one of the first companies to be selected for IBM's new series of "business partner" television commercials.

During April and May, a film crew traveled to several SP locations—the Intermodal Container Transfer Facility, West Colton Classification Yard, in and around Colfax, and between Redding and Dunsmuir—to capture the people and railroad operations that illustrate IBM's partnership with SP.

Veteran motion picture director Karel Reisz, who has worked on such major movies as "Saturday Night and Sunday Morning" and "The French Lieutenant's Woman," was chosen to direct the filming of the commercial.

The 60-second commercial will appear on prime-time television programs this year. It focuses on TOPS—the computer system SP and IBM started working on in the early 1960s.

TOPS uses IBM computers to track 2,600 diesel locomotives, 90,000 freight cars and 20,000 intermodal containers through 3,100 cities and towns by communicating with IBM 3270 workstations throughout the system. It is the largest private teleprocessing system in the United States. Over the years, TOPS has been the recognized leader of computer technology for the railroad industry. □



Photos: Ray Tyler



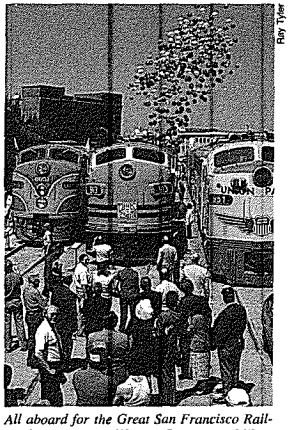
Director Karel Reisz (second from left) discusses a scene to be filmed with Trainmaster G. E. Nester (left), Director of Photography Robby Greenberg and SP's John Tierney (right).

***Above:** The filmmakers capture a train run-by. **Below:** The people behind the camera, along with a few SP people who helped out.*





The crew operating the special train at Colfax, Calif. were (left to right): Brakemen D. P. Thayer and G. C. Cree, Conductor M. A. McGuigan and Engineer B. D. Ellis. Trainmaster G. E. Nester is at lower left.



Ray Tyler

All aboard for the Great San Francisco Railroad Fair. As California State Sen. Milton Marks blew the whistle of SP #6051, colorful balloons filled the sky to mark the opening of the fair.

Fair Days

Something old, something new.

SP was represented in both categories at the Great San Francisco Railroad Fair during its five-day run in mid-April.

SP #6051, a classic streamlined diesel locomotive that now belongs to the California State Railroad Museum, the fair's sponsor, was displayed alongside Western Pacific and Union Pacific vintage locomotives.

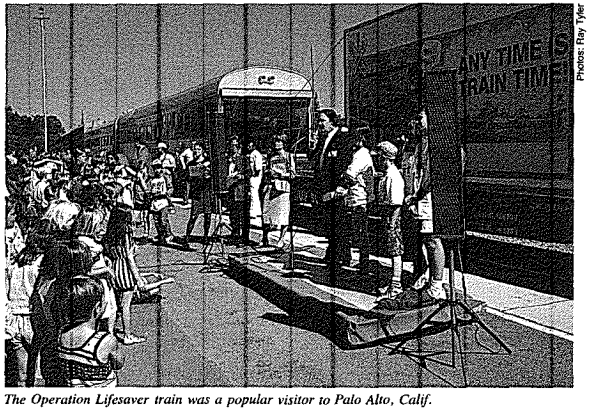
SP also showed off some modern equipment: two intermodal cars—one loaded with containers and the other carrying a trailer—and a centerbeam flatcar used for hauling lumber.

The fair featured both historic and modern steam and diesel locomotives, passenger and freight cars. An estimated 100,000 people turned out.

Cotton Belt steam locomotive #819 once again proved to be a major attraction and crowd pleaser at the Fordyce on the Cotton Belt Festival in Fordyce, Ark., a weeklong fair now in its seventh year. Don Puckett, locomotive engineer at Pine Bluff, was on hand to provide information about Operation Lifesaver.

Fordyce, established in the late 1880s, was named for Cotton Belt President Samuel E. Fordyce. The spring festival, sponsored by the Chamber of Commerce, salutes the railroad and the community. □

Operation Lifesaver



Photos: Ray Tyler

The Operation Lifesaver train was a popular visitor to Palo Alto, Calif.

Reaching Out to Save Lives

They couldn't wait another 23 seconds. Their impatience cost them their lives.

Four days before the California Operation Lifesaver train paid a visit to Oakland in April, a brother and his sister were killed in a railroad crossing accident that shouldn't have happened.

The driver passed two cars already stopped at the flashing signals and then drove around the lowered crossing gates. A Los Angeles bound Amtrak train slammed into the vehicle at 60 mph. Two lives were instantly wiped out.

It's this type of senseless accident that the Operation Lifesaver program wants to eliminate by bringing public attention to the potential hazards at railroad grade crossings.

Since California started its Operation Lifesaver program in 1979, grade crossing accidents have declined more than 50 percent—from 693 in 1978 to 315 in 1986.

California Governor George Deukmejian proclaimed April 19 to 25 as Operation Lifesaver Week. During a three-day, 31-city whistle-stop tour that began in San Francisco and ended in San Diego, television's Michael Gross of "Family Ties" rode the special train and spoke out to promote California's public railroad crossing safety campaign. He was joined by representatives from the state and the participating railroads: SP, Santa Fe, Union Pacific, CalTrains and Amtrak.

Peter O'Rourke, director of the California Office of Traffic Safety and chairman of the California Operation Lifesaver campaign, extended an invitation to city and county officials and others to ride the train. A video camera, mounted on the lead locomotive, let guests experience the ride from the cab and see first-hand the chances some people take at crossings. □



Television's Michael Gross (second from right) spoke out for Operation Lifesaver at each of the 31 cities visited by the special train. At a stop on the San Francisco Peninsula, Gross talked to Locomotive Engineer John Cella (left) and his children, Valerie and John, and Locomotive Engineers Bob Atchison and Kent Clark (right).



Closed circuit television provided guests aboard the Operation Lifesaver train with the same view locomotive engineers have of some of the close calls drivers take at grade crossings.



Among SP's Operation Lifesaver representatives aboard the train during its whistle-stop tour of California were locomotive engineers (left to right) Jim Giannini, Dave Bowler, Mike Shannon and Mark Maben.

Train Crossings Deserve Respect

Two readers of the Tracy (Calif.) Press, both daughters of SP employees, recently wrote to the editor to express their opinions about the impact crossing accidents have on SP people. Here are excerpts from their letters.

Editor:

. . .I was raised in Tracy, a railroad town and came from a railroad family. . . .When I was a kid, my father would come home and couldn't sleep because his train hit a car. . . .My father, as a conductor for the railroad, cried many nights for these families and their children. . . .My brothers and I were taught to respect these gentle giants of the tracks at an early age, and that trains and crossings are to be respected no matter if on a well-driven street or some back road crossing. Protect your family and loved ones, teach them, educate them on trains and crossings, and they will grow up to be responsible adults and to enjoy trains and seeing them as part of our past and future history.

Nadine Cook

Dear Editor:

After reading Nadine Cook's letter, I had to write. I was born and raised in Tracy and also come from a railroad family. My father worked for the Southern Pacific Railroad for over 30 years as a crew dispatcher.

. . .Many of the men and women who worked for the railroad, both on the train crews and in the office, lost sleep over those accidents. . . .Like Mr. Cowan, my father taught my brother and me to respect trains and train crossings. He also taught us that driving a car as a teenager was a privilege not to be taken lightly. My father's first two rules were simple: 1. Don't drive under the influence of drugs or alcohol. 2. Respect all train crossings, no matter where they are, marked or not.

Teach your children my father's first two rules of driving a car. Make them your first two rules. That's one way Tracy, or any other railroad town, can reduce car-train accidents.

Kathie Fisher



This message about grade crossing safety is showing in 1,500 theaters nationwide.

Railroad Safety Goes to the Movies

Movie goers throughout the nation are being reminded about grade crossing safety through a public service announcement that an SP employee in southern California helped arrange.

Ray Carver, a locomotive engineer at West Colton, has been carrying the message about railroad safety to thousands of students each month. It's a message he believes would benefit others as well.

A few months ago, while sitting in the movie theater waiting for the feature to begin, Carver realized the opportunity he was looking for was right before his eyes. Between movies, the theater was showing slides—some were advertisements, but some were public service announcements.

Carver interested National Cinema Network in the idea of including a railroad safety message among the public service announcements. National Cinema Network produced the grade crossing safety slide and distributed it to 1,500 movie theaters throughout the U.S.

The railroad safety message is now being featured between first-run features at selected theaters. □

Kids Give—and Get—This Safety Message

The Association of American Railroads has released a new public service message about the dangers of trespassing and vandalism on railroad property.

"David's Run" is a film for youngsters in grades one through nine. It is the story about David and his sister, Linda, who are victims of an accident on railroad property. While under anesthesia in the hospital emergency room, David has a nightmare about being trapped alone in a moving locomotive. While on the train he encounters several acts of thoughtless vandalism against the railroad. Each act of vandalism triggers a flashback to events earlier in the day—acts he could have prevented.

When youngsters encounter similar situations in real life, it's hoped the film's strong impact will remind them to make intelligent decisions regarding safety.

All messages in "David's Run" are conveyed to youngsters by youngsters.

Additional information about "David's Run" can be obtained by contacting the Police Section of the Association of American Railroads, 50 F Street NW, Washington, DC 20001.

Marketing & Sales

Charles F. Penner has been appointed vice president-industrial development, a newly created position in the Marketing and Sales department.



Penner is responsible for all industrial property functions formerly handled for SPTCo by Santa Fe Pacific Realty Corporation. Assisting Penner are **Carl Hillquist,** assistant vice president in Los Angeles; **Ted Searcy,** assistant vice president in Dallas, and **Bill Hardwick,** manager-industrial facilities at San Francisco.

Penner joined SP's traffic department in 1959 at San Francisco. He held various positions within the department, both at Houston and San Francisco. In 1974, when Southern Pacific Industrial Development company was formed, Penner was named assistant general manager. He was promoted to assistant vice president in 1979 and two years later was named vice president and general manager.

Penner moved to Santa Fe Pacific Realty Corp. in 1984 as vice president-industrial land subdivision and sales.

Penner, a graduate of Fordham University, serves on the board of directors for the National Association of Industrial and Office Parks. □

From $99 to $999

New maximum limit announced for stock purchase program

Employees may now buy more Santa Fe Southern Pacific Company common stock through payroll deductions under a revised agreement SP Transportation Company has with Merrill Lynch, Pierce, Fenner & Smith.

The SPT/Merrill Lynch plan, which formerly had a monthly maximum limit of $99, has been increased to $999 per month.

Eligible employees must have reached the age of majority in their state of residence to be able to participate in the program. There is also a minimum payroll deduction of $5 a month.

SP will pay Merrill Lynch for commissions on purchases made from accounts deducted from the pay of employees who have opened accounts. Merrill Lynch's commission and other charges in connection with purchases not made by payroll deductions, are paid by the employee.

SP is not attempting in any way to give investment opinion or otherwise influence employees to buy this stock. The plan is available purely for the convenience of those who would otherwise decide on the desirability of acquiring SFSP stock.

Eligible employees who want to join the program, or those who wish to change the amount of their payroll deduction, should complete a payroll deduction authorization and purchase order form. These are available from timekeepers or by contacting Paul Ritter, Paymaster, Treasury Department, Southern Pacific, One Market Plaza, San Francisco, CA 94105.

Completed forms should be mailed to Merrill Lynch, Pierce, Fenner & Smith, 580 California St., San Francisco, CA 94104, attention Robert Maxwell.

All questions regarding the plan should be directed to Merrill Lynch at the above address. □

Breast Cancer Booklet Available

One in 11 American women will develop breast cancer this year and almost 40,000 will die from it. Breast cancer is the leading cause of death in American women. Early detection through self-administered breast examinations can lead to successful treatment of this serious disease.

Free literature which explains many aspects of breast cancer and how to perform self examinations is available from SP's medical department. To obtain this information, send a stamped, self-addressed envelope with your request to one of the medical offices listed below.

John E. Meyers, M.D.
Southern Pacific Transp. Co.
One Market Plaza, Room 301
San Francisco, CA 94105

Harold E. Hyder, M.D.
Southern Pacific Transp. Co.
P.O. Box 0244
Houston, TX 77001-0244

Appointments

MANAGEMENT SERVICES: At San Francisco: **G. A. Borrelli** *to director-applications development;* **W. J. Zigmant** *to director-operations;* **S. H. Freeman** *to assistant to vice president;* **D. B. Monahan** *to manager-security and contingency planning;* **W. Quirk** *to manager-systems programming;* **D. R. Pilson** *to manager-computer operations;* **C. G. Nalls** *to assistant manager-field support services;* **S. Adamy** *to assistant manager-hardware and budget control;* **J. F. Parkos** *to supervisor-network control-communications;* **A. M. Heggelund** *to supervisor-equipment and budget control;* **J. G. Clendenen** *to manager of TCC;* **Mrs. J. M. Kennedy** *to manager of billing, customer accounting and commercial applications;* **W. J. Mitchell** *to manager of expenditure, control and support systems;* **Mrs. J. K. Quirk** *to manager of TOPS and freight equipment applications;* **K. E. Ahern** *to assistant manager, support systems;* **Mrs. K. A. Goldstein** *to assistant manager of customer accounting and commercial applications;* **W. J. Stephenson** *to assistant manager of TOPS applications;* **D. A. Bryngelson** *to assistant manager, network & file control;* **Mrs. C. A. Hodges** *to systems supervisor;* **B. F. Barton** *to systems supervisor, systems programming;* **D. D. Harris** *to supervisor, field support services;* **Ms. T. F. Zafra** *to senior assistant supervisor, equipment and budget control.*

MARKETING AND SALES: At San Francisco: **Ms. D. R. Cabrera** *to district manager-fleet management.*

Contracts, Tariffs and Divisions: At San Francisco **T. C. Abell** *to tariff analyst;* **Ms. E. L. Gallon, Ms. D. M. Rodkey** and **Ms. M. H. Wong** *to contract analyst.*

Industrial Development: At San Francisco: **C. F. Penner** *to vice president-industrial development.* At Los Angeles: **C. W. Hillquist** *to asst. vice president-industrial development.* At Dallas: **T. N. Searcy** *to asst. vice president-industrial development.*

Product Management: At San Francisco: **B. J. Clepp** *to asst. product manager-consumer;* **G. L. Franceschini** *to asst. product manager-perishables;* **Ms. E. M. Hurtt** *to transportation analyst;* **Ms. J. K. Jensen** *to manager-IM systems;* **S. H. Keire** *to product manager-government;* **O. D. Lamb** *to corridor manager (Gulf);* **Ms. S. A. Nunez** *to director-metals & ores;* **R. J. Powonka** *to manager-chemicals;* **Ms. C. L. Rang** *to director-planning;* **Ms. K. M. Schoendorf** *to transportation analyst-government traffic;* **F. F. Warr** *to group manager-IM marketing.*

Pacific Central Sales Territory: At Oakland: **G. B. Dean** *to manager-international sales;* **J. T. Maxwell** *to asst. district sales manager;* **G. L. Hankamer** *to account executive.*

Pacific Southwest Sales Territory: At Los Angeles: **G. J. Arita** *to account executive-intermodal;* **Ms. V. S. McDowell** *to manager-intermodal sales;* **R. P. Mignosa** *to asst. district sales manager;* **T. J. Morgan** *to account executive-intermodal.*

Eastern Sales Territory: At Stamford: **Ms. L. E. Rossi** *to account executive.*

Retirements

GENERAL OFFICE, SAN FRANCISCO: C. T. Babers, *general manager;* **A. F. Bailey,** *audio-visual specialist;* **N. Barrett,** *secretary;* **F. W. Brauer,** *engineer-car;* **R. M. Clements,** *general road foreman of engines;* **E. Davies,** *senior car distributor;* **H. N. Dobrow,** *supervisor-field services;* **C. E. Gable,** *asst. general manager-mech;* **R. S. Gold,** *asst. engineer;* **J. W. Keleher,** *mgr. equip. rents-fleet mgmt.;* **D. L. Lezer,** *administrative assistant;* **B. M. Martinelli,** *manager corporate travel;* **E. G. Parmenter,** *mgr. mechanical systems;* **F. N. Pittman,** *supt. communications engineering;* **N. F. Stieglitz, Jr.,** *chief estimator;* **J. G. Straub,** *AAR clerk;* **J. E. Summers,** *chief clerk;* **R. E. Valente,** *mgr. special flat cars-fleet mgmt.*

OREGON DIVISION: D. A. Depuy, *locomotive engineer;* **J. L. Dorman,** *machinist;* **K. E. Herber,** *tax agent;* **L. L. Jenda,** *conductor;* **B. A. Jobe,** *secretary;* **D. H. Jones,** *general foreman;* **C. J. Maben,** *trainmaster-road foreman of engines;* **F. W. Moffitt,** *roadmaster;* **W. T. Noah,** *roadmaster;* **L. J. Sahlie,** *chief timekeeper;* **C. T. Wall,** *signal maintainer.*

SACRAMENTO DIVISION AND REPAIR PLANTS: K. E. Cook, *switchman;* **M. J. Eschler,** *sr. quality control inspector;* **L. S. Fonseca,** *machinist;* **R. Garcia,** *roadmaster;* **M. M. Gilbert,** *stenographer-clerk;* **R. E. Harris,** *quality control supervisor;* **J. D. Krogh,** *conductor;* **E. R. Law,** *asst. terminal superintendent;* **R. C. Patterson,** *brakeman;* **D. D. Peters,** *train dispatcher;* **J. W. Riggs, Sr.,** *switchman;* **M. J. Sanchez,** *freight carman;* **I. Zoldi,** *draftsman.*

WESTERN DIVISION: M. F. Alexander, *conductor;* **G. L. Banning,** *locomotive engineer;* **O. Bickerton,** *auto & work equip. manager;* **V. D. Bonsey,** *agent;* **J. W. Carey,** *train clerk;* **R. A. Decelle,** *brakeman;* **J. T. Hall,** *division engineer;* **V. P. Hansen,** *head ticket clerk;* **A. E. Jess,** *road foreman of engines;* **H. L. Johnson,** *terminal superintendent;* **M. L. King,** *utility supervisor;* **N. P. Kunich, Jr.,** *yardmaster;* **C. W. Meek,** *conductor;* **W. J. Norton,** *asst. area manager-intermodal;* **J. Ramirez,** *welder helper;* **R. P. Vanhauter,** *switchman;* **M. Vann,** *laborer.*

LOS ANGELES DIVISION AND REPAIR PLANTS: J. R. Armantrout, *conductor;* **R. H. D. Hawk,** *regional manager-real estate;* **F. V. Duncan,** *brakeman;* **S. Gotch,** *foreman;* **A. F. Hardyman,** *district sales manager;* **J. H. Heller,** *mgr-loading svcs & freight claims;* **R. E. Hilson,** *road foreman of engines;* **D. R. Horton,** *supv. laboratory operations;* **W. S. Kelly,** *trainmaster;* **D. M. Knosp,** *B&B general foreman;* **G. W. Krueger,** *manager-accounts receivable;* **W. B. Lambert,** *switchman;* **R. W. Leisz,** *conductor;* **E. D. Lougheed,** *office supervisor;* **W. L. Mahon,** *roadmaster;* **V. E. McGowan,** *chief telephone operator;* **F. A. Meyers,** *district road foreman of engines;* **H. F. Munger,** *switchman;* **J. Nelson,** *asst. auto & work equip. supv.;* **M. C. Nunez,** *welder;* **G. H. Prewett,** *secretary;* **H. L. Quevedo,** *machinist;* **J. H. Ramirez,** *motor truck operator;* **A. Richmond,** *asst. supt. communications;* **J. I. Shires,** *clerk;* **M. R. Torres,** *machinist;* **A. W. Tuttle,** *conductor;* **D. J. West,** *truck driver.*

TUCSON DIVISION: H. L. Anderson, *chief train dispatcher;* **J. R. Efaw,** *road foreman of engines;* **A. Faustino,** *freight carman;* **R. E. Fleissner,** *plant manager;* **P. O. Limon,** *clerk;* **S. L. Mena,** *laborer;* **R. L. Meyer,** *locomotive engineer;* **B. L. Morris,** *area sales manager;* **J. Palomarez,** *laborer;* **A. Rodriguez,** *supervisor;* **A. C. Todd,** *asst. trainmaster/agent;* **J. W. White,** *signal engineer.*

SAN ANTONIO DIVISION: K. S. Carter, *carman;* **J. L. Cummins,** *electrician;* **M. M. Eaves,** *conductor;* **L. V. Huehne,** *asst. division engineer;* **L. S. Malone,** *locomotive engineer;* **R.G. Morden,** *machinist;* **R. H. Ramirez, Jr.,** *electrician;* **E. L. Rodriguez,** *asst. roadmaster;* **W. E. Tschirhart;** *asst. trainmaster/agent;* **F. M. Villagran,** *sheet metal worker.*

HOUSTON DIVISION AND REPAIR PLANTS; W. L. Capdevielle, *tax agent;* **L. M. Gilbert,** *supt.-hazardous material control;* **J. Lewis,** *quality control inspector;* **W. J. Manix,** *district sales manager;* **H. O. Nittsche,** *B&B general foreman;* **E. J. Tooke,** *budget coordinator.*

LAFAYETTE DIVISION: C. F. Provenzano, *switchman.*

Award of Excellence

The Engineering Department has received an "Award for Engineering Excellence" for the concrete pavement placed on the Intermodal Container Transfer Facility in southern California. The ICTF contains more than 250,000 square yards of concrete pavement—enough for 10 miles of a two-lane highway. The award was presented by the Southern California Ready Mixed Concrete Association and the Portland Cement Association of Southern California.

PINE BLUFF DIVISION: W. J. Barfield, *chief clerk;* **P. H. Barnett,** *asst. manager;* **B. A. Carter,** *terminal superintendent;* **A. J. Clark,** *chief train dispatcher;* **J. R. Cross,** *yardman;* **W. H. Flowers,** *clerk;* **M. Hill,** *laborer;* **F. E. Lemuel,** *track laborer;* **S. W. Pickett,** *officer supervisor;* **C. D. Sadler,** *mechanical foreman;* **E. E. Shamburger;** *building engineer-real estate:* **R. R. Turley,** *general foreman.*

KANSAS CITY DIVISION: L. W. Bradley, *machine operator;* **L. R. Pottorff,** *laborer.*

OTHERS: R. W. Baham, *maintenance manager-PMT;* **K. L. Belanger,** *chief clerk-Stamford;* **R. M. Bernal,** *foreman-PMT;* **I. E. Conrad,** *rail unloading supervisor-PMT;* **R. L. Crippen,** *foreman-PMT;* **W. F. Drinane,** *account executive-Chicago;* **W. J. Hendrick,** *agent/clerk-PFE;* **D. O. Hengst,** *district sales manager-PMT.* **R. P. Jericoff and R. D. Luna,** *foremen-PMT;* **H. Mitchell,** *mgr. inventory & control-PMT;* **M. L. Morey,** *steno-PFE;* **R. Muntyan,** *foreman-PMT;* **V. R. Sanderson,** *mechanical foreman-NWP;* **R. E. Seitz,** *asst. supv. car service-Philadelphia;* **T. D. Smith,** *supv.-auto transport-PMT;* **W. E. Wells,** *district sales manager-Eureka.*

Deaths

GENERAL OFFICE, SAN FRANCISCO: Pensioners: C. E. Bodwell, *clerk;* **D. F Cline,** *chief of pullman service;* **E. M. Dowd,** *secretary;* **A. E. Drees,** *chief clerk;* **G. G. Enos,** *clerk;* **W. J. Gehl,** *chief clerk;* **L. Gunderson,** *valuation engineer;* **R. L. Hickerson,** *chief clerk;* **F. T. James,** *asst. chief clerk;* **W. Lawrence,** *executive assistant;* **A. G. Parker,** *asst. to v.p.-traffic;* **G. S. Roudebush,** *asst. chief clerk.*

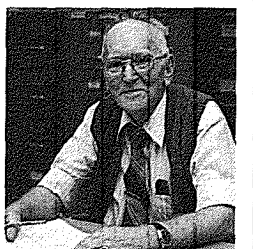
OREGON DIVISION: Pensioners: A. E. Ahl, *clerk;* **E. H. Bissell,** *chief clerk;* **E. Bjorgen,** *lead machinist;* **W. N. Bowers,** *chief timekeeper;* **A. H. Carner,** *clerk;* **W. M. Ezell,** *conductor;* **J. Fajnton,** *fuel oil attendant;* **J. H. Hoffman,** *carpenter;* **G. H. McCoy,** *clerk;* **K. E. McGee,** *conductor;* **E. R. Mercer,** *lead car inspector;* **S. F. Pynes,** *conductor;* **L. F. Sprando,** *sr. sales representative;* **J. J. Walker,** *machinist.*

WESTERN DIVISION: E. D. Benny, *draw bridge tender;* **F. E. DeWald,** *conductor;* **T. E. Elliott,** *locomotive engineer;* **C. N. Hoyle,** *hostler;* **D. L. Seaborn,** *switchman;* **O. D. Vansandt,** *conductor.* **Pensioners: D. C. Allison,** *switchman;* **C. E. Booth, and S. E. Caldwell,** *locomotive engineers;* **R. R. Cloud,** *conductor;* **G. M. Coli,** *switchman;* **J. L. Fanning,** *engine foreman;* **I. L. Hammond,** *coach cleaner;* **H. C. Kinsey,** *machinist;* **J. Martinez,** *laborer;* **T. S. Mattson,** *locomotive engineer;* **V. Meconi,** *laborer;* **J. A. Mullarkey,** *trucker;* **G. H. New,** *locomotive engineer;* **J. N. Reeb,** *clerk;* **W. C. Stormont,** *switchman;* **J. M. Thompson,** *locomotive engineer;* **C. W. Toler,** *switchman;* **T. M. Van Scoyoc,** *electrician;* **C. R. Villa,** *car inspector;* **H. A. Wenster;** *locomotive engineer;* **W. Wilson,** *laborer.*

SACRAMENTO DIVISION AND REPAIR PLANTS: R. Escobedo, *freight carman;* **C. R. Lynch,** *special agent;* **J. K. Martinez,** *passenger carman.* **Pensioners: E. R. Bishop,** *roadmaster;* **C. L. Boatright,** *clerk;* **C. R. Bowden,** *switchman;* **J. G. Brown,** *clerk;* **F. Coker,** *carpenter;* **M. V. Costa,** *freight car inspector;* **D. H. Davee,** *carpenter's helper;* **T. V. Engle,** *regional signal manager;* **E. P. Frost,** *signal maintainer;* **F. Herrmann,** *carman;* **J. F. Kleaver and F. H. Martin,** *conductors;* **J. Menicucci,** *foreman;* **V. O. Montero,** *car inspector;* **S. Pasquetti,** *machinist helper;* **C. F. Pheneger,** *locomotive engineer;* **L. P. Salerno,** *psgr. carman painter;* **S. Sanchez,** *foreman;* **C. U. Saucedo,** *laborer;* **O. J. Scheel,** *freight carman;* **G. W. Shelley,** *machinist;* **F. T. Wilcox,** *clerk;* **J. F. Woodard,** *stationary engineer;* **L. P. Zazzi,** *machinist.*

LOS ANGELES DIVISION AND REPAIR PLANTS: D. A. Cabada, *laborer;* **W. L. Loader,** *clerk;* **J. R. Sibett,** *special agent.* **Pensioners: B. T. Badgley,** *switchman;* **E. S. Bushman and R. F. Conner,** *machinists;* **L. W. Gordon,** *division agent;* **E. H. Hall,** *electrical foreman;* **G. W. Hickernell,** *clerk;* **R. E. Kirchner,** *assistant engineer;* **R. L. Martinez,** *sheet metal worker;* **S. D. Mistretti,** *machinist;* **H. F. Newnes,** *engine foreman;* **A. B. Niekamp,** *clerk;* **R. I. Parker,** *lounge car attendant;* **V. W. Phillips,** *carman;* **F. C. Rodgers,** *machinist;* **J. E. Ryan,** *clerk;* **E. W. Sherman,** *telegrapher-clerk;* **Y. F. Shouse,** *locomotive engineer;* **M. C. Standal,** *conductor;* **M. Torres,** *machinist;* **R. W. Wadlington,** *coach car inspector.*

Ray Tyler



Owen McGough, *head clerk in Customer Accounting in San Francisco, celebrated his 60th anniversary with the company on March 31. The 78-year-old McGough started in SP's San Francisco freight office and has worked in the city throughout his career.*

TUCSON DIVISION: A. L. Blatchford, *machine operator;* **R. F. McCormack,** *locomotive engineer.* **Pensioners: M. V. Alvarez,** *laborer;* **A. S. Chavira,** *machinist helper;* **G. Dominguez,** *blacksmith helper;* **J. L. Dunsavage,** *machinist;* **W. G. Fiddes,** *engine foreman;* **S. E. Galvan,** *painter;* **E. L. Hart,** *conductor;* **F. Ingram,** *locomotive engineer;* **A. Jauregui,** *laborer;* **E. D. Kelly,** *locomotive engineer;* **M. M. Murrow,** *brakeman;* **E. Otero,** *laborer;* **A. M. Richards,** *engine foreman;* **O. L. Sledge and B. T. Snelling,** *foremen;* **R. Williams, Jr.,** *assistant foreman.*

SAN ANTONIO DIVISION: E. L. Hugh, *roadmaster;* **D. D. Sprott,** *signal maintainer.* **Pensioners: M. S. Aguilar,** *porter;* **C. L. Bagley, Jr.,** *clerk;* **D. Giesalhart,** *foreman;* **J. E. Lane,** *conductor;* **A. McDevitt,** *stenographer-clerk;* **N. Ramirez,** *laborer;* **B. P. Richey,** *brakeman;* **M. T. Shaw,** *car inspector;* **R. V. Sullivan,** *switchman;* **F. C. Rodgers,** *machinist.*

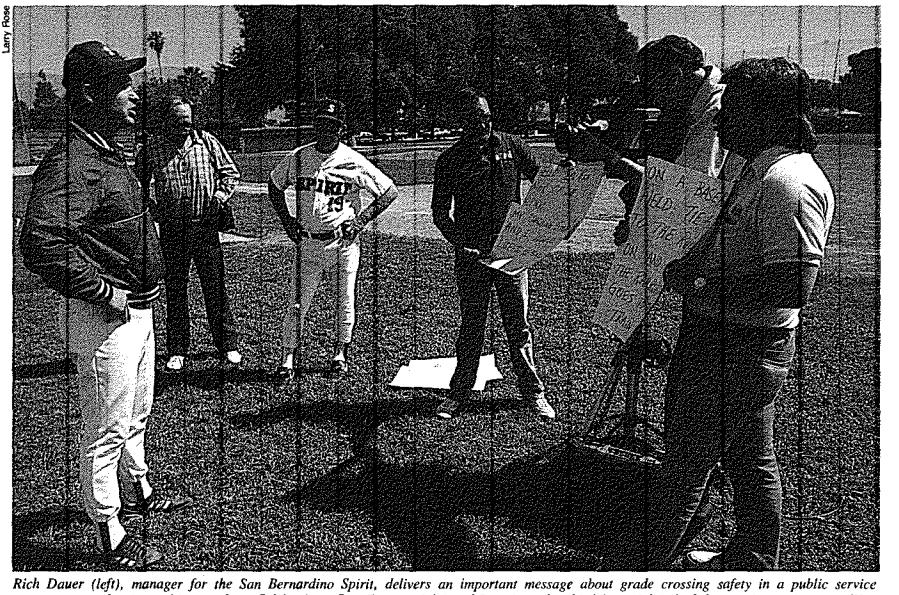
HOUSTON DIVISION AND REPAIR PLANTS: D. L. Artusy, *crew dispatcher;* **D. M. Jordan,** *signal manager-terminals;* **H. E. Young,** *brakeman.* **Pensioners: A. A. Asher,** *brakeman;* **E. Boyd,** *laborer;* **R. F. Brock,** *sheet metal worker;* **M. J. Campbell,** *agent telegrapher;* **J. P. Garcia,** *carpenter;* **A. G. Laurenzana,** *electrician;* **A. J. Lopez,** *asst. foreman;* **R. L. Nickell,** *asst. signal supervisor;* **M. C. Phillips,** *laborer;* **C. V. Reynolds,** *switchman;* **C. Roberts,** *machine helper;* **P. L. Scardino,** *chief clerk;* **P. L. Starnes,** *locomotive engineer;* **K. C. Witherspoon,** *typist;* **J. G. Zorn,** *car distributor.*

LAFAYETTE DIVISION: E. Clayton, *laborer;* **J. D. Price,** *conductor.* **Pensioners: C. E. Moore,** *laborer.*

COTTON BELT: D. E. Clegg, *clerk;* **L. S. Begay,** *laborer;* **D. A. Hall,** *signal inspector;* **D. A. Nevius,** *clerk;* **J. D. Reeves,** *foreman.* **Pensioners: J. H. Arnold,** *asst. general freight agent;* **T. F. Denk,** *carman;* **J. A. Pelter,** *locomotive engineer;* **L. J. Bolzenius,** *foreman;* **W. C. Snodgrass,** *conductor.*

OTHERS: Pensioners: E. J. Connell, *conductor-NWP;* **J. F. Barnett,** *carman-PFE;* **C. W. Clinton,** *chief clerk-Buffalo;* **D. M. Combs,** *agent/clerk-PFE;* **M. R. Diaz,** *laborer/car cleaner-PFE;* **A. R. Duncan and J. M. Echelard,** *carmen-PFE;* **J. Garmendia,** *iceman-PFE;* **G. O. Griffis,** *carman-PFE;* **L. C. Houston,** *asst. chief clerk-PFE;* **C. W. Hughes,** *carman-PFE;* **M. B. Jacobs,** *secretary-PMT;* **J. L. Jeffries,** *general agent-Cincinnati;* **W. F. Maloney,** *territory sales mgr.-Buffalo;* **C. F. Martinson,** *chief clerk-Spokane;* **W. Spangler,** *locomotive engineer-Pt/Elect;* **J. E. Whitworth,** *carman-PFE.*

Larry Rose



Rich Dauer (left), manager for the San Bernardino Spirit, delivers an important message about grade crossing safety in a public service announcement that is reaching southern Californians. Ray Carver (right) and Pete Acevedo (third from right), both locomotive engineers at West Colton, help with the production. Spirit Coach Tommy Thompson (third from left) also taped a safety spot.

The Tie Goes to the Train

What do grade crossing safety and baseball have to do with each other? Ray Carver found the perfect tie in.

"On a baseball field, the tie goes to the runner," says Carver. "On and around the railroad, the tie goes to the train."

Carver recently asked the San Bernardino Spirit, a minor league baseball team in southern California, to help him promote railroad safety in a public service announcement. Spirit Manager Rich Dauer and Coach Tommy Thompson each taped a spot in early April. These are now being shown on a cable channel in southern California.

Carver, a locomotive engineer at West Colton who played collegiate baseball, came up with the sports tie-in while working as a member of SPACE, Southern Pacific Accident and Crossing Education. The committee, which consists of Pete Acevedo, Bob Stamer and Daryl Schmidt, has been carrying the railroad safety message to more than 7,000 school-aged children a month. □

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